

LOSSAN RAIL CORRIDOR INTERMODAL IMPROVEMENTS FACT SHEET



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The Project

Improvements along the San Diego coastal portion of the San Diego to Los Angeles to San Luis Obispo (LOSSAN) corridor include double tracking of main line and bridges, curve realignment and the addition of crossovers to increase capacity and enhance reliability of the railroad corridor for freight rail service.

The Need

The San Diego rail corridor makes up 60 miles of the total 351-mile LOSSAN rail corridor and parallels one of California's most congested highway and road systems.

Only 28 miles of the corridor within San Diego County consists of double track. The proposed project will add 14.1 miles of new double track, increasing the total miles of double track on this segment of the LOSSAN corridor by 50 percent.

The BNSF Railway (BNSF) operates freight service on the San Diego segment of the corridor. This main line is the only viable rail link between San Diego and the rest of the nation. Freight volume exceeds 30,000 carloads annually. It is currently near the capacity of the system. Projected 2030 volume is estimated to be more than 60,000 carloads per year.

The LOSSAN corridor is the second busiest intercity rail corridor in the nation. More

than 2.7 million Amtrak intercity passengers share the corridor with nearly five million commuter passengers. Freight rail capacity and reliability is severely impacted by sharing single-track segments within the corridor with passenger rail operations.

LOSSAN corridor agencies, the state of California, and the federal government are committed to improvements. Since the 1970s, the state has invested more than \$1 billion into system improvements. Amtrak has contributed \$200 million, and local agencies have spent another \$300 million on the corridor.

This project will increase main-line capacity sufficiently to handle long-term Port of San Diego demand, cross border bulk goods movement, and regional demand for heavy bulk commodities.

(Continued on reverse)



Completion of the proposed projects will result in increasing the LOSSAN corridor's freight rail capacity from 30,000 carloads per year to more than 60,000 per year. In general, each additional carload of freight moved on rail removes four trucks from our freeways, thereby relieving congestion and improving air quality. The projects also will remove the limitation of freight consists to 4,400 feet, allowing storage of 6,700 foot-long freight trains. Furthermore, these capacity improvements to the LOSSAN corridor will grow the total mileage of double track in San Diego County from 28 miles to 42 miles.

The LOSSAN rail improvement program is consistent with MOBILITY 2030, San Diego's Regional Transportation Plan, and is the highest ranking rail program in San Diego's Goods Movement Action Plan.

Project Costs

The total estimated cost for the improvements is approximately \$471 million. Improvements along the LOSSAN corridor are eligible for *TransNet* sales tax matching revenue and are specifically identified in the *TransNet* Ordinance (Project No. 31). Pending identification of specific double-track projects as TCIF recipients, SANDAG staff will work with the Independent Taxpayer Oversight Committee and the SANDAG Board to formally identify these projects as recipients of *TransNet* funds.

Project Status

Rail improvement projects are in various stages of development from preliminary engineering and environmental review to pre-final design. All projects will be under construction by December 31, 2013, if funded.

Improvement projects are listed below in order of priority, as established by BNSF Railway, and include:

Sorrento to Miramar Double Track - Phase 1

This project adds a 1.2 mile second track, extending the existing siding. This removes the greatest bottleneck on the corridor by allowing storage of 6,700 foot-long freight trains at Sorrento Siding. *(Estimated cost: \$23.7 million)*

CP San Onofre to CP Pulgas Double Track

This project will add 5.8 miles of double track in northern San Diego County. It also will connect with two existing sections of double track resulting in a 13.6 mile stretch of double track. *(Estimated cost: \$60.9 million)*

Sorrento to Miramar Double Track - Phase 2

This project straightens several curves and adds a 1.9 mile second track between Sorrento Valley and Miramar. Together with the improvements in Phase 1 and adjacent sections of double track, the resulting continuous double-track segment would be 9.1 miles long. This stretch of existing track has the steepest grades and sharpest curves on the entire LOSSAN corridor. *(Estimated cost: \$128.1 million)*

CP Carl to CP Farr Double Track

This project will add 1.9 miles of double track and replace a single-track bridge with a double-track bridge. This project results in 3.1 miles of continuous double track in the city of Carlsbad. *(Estimated cost: \$31.8 million)*

San Dieguito River Double Track

This project adds 1.1 miles of second main track, connects the existing passing tracks at Solana Beach and Del Mar, and replaces a single-track bridge with a double-track bridge. The resulting continuous double-track segment is 2.8 miles. *(Estimated cost: \$92.5 million)*

San Luis Rey River Double Track

This project will add 0.6 miles of second main track and replace a single-track bridge with a double-track bridge. Along with the Oceanside Double-Track project under construction, this project will result in 4.1 miles of continuous double track. *(Estimated cost: \$74.5 million)*

CP Cardiff to CP Craven Double Track

This project will add 1.5 miles of double track and a double-track bridge across the San Elijo Lagoon. This project results in 4.2 miles of continuous double track. *(Estimated cost: \$56.5 million)*

Tecolote Universal Crossover

This project adds a double crossover along a double-track segment of track in the city of San Diego and will provide high-speed turnouts to enhance the ability of trains to meet while holding a full length freight train. *(Estimated cost: \$3.2 million)*